From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: Cal Eustaquio <ceustaqu@farad.elee.calpoly.edu>
Subject: 2 pin Johnson/Heath/Halli BA Mic connex
Message-ID: <Pine.ULT.3.91.960309122423.24723A-100000@farad.elee.calpoly.edu>

Very Sorry, all:
Got caught up in midterms, final reviews, homework, job, ROTC, Nat'l Guard, etc. Hadn't had the time to do diddly. Apologies all around. But there is a light at the end of the tunnel. I haven't forgotten you. After finals (that is, the week of March 10th), I will be confirming orders and placing the big order to a supplier soon. Patience, is all I ask. Thanks again. Cal.

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: n5off@w5ddl.aara.org
Subject: 390A High S.N. List
Message-ID: <319629@w5ddl.aara.org>

Since there has been recent discussion about this, I've extracted this snippit of data from the 390A list which Jack has under the BA Archive. THis short list has only the high s.n.'s. Download the complete list for more data. I suspect three of the contracts shown were for parts, and not for complete sets as there have been no examples reported in over 200 samples.

Collins	1951	14214-PH-51	745
Collins	1954	375-P-54	192
Motorola	1954	363-PH-54	3427
Collins	1955	8719-P-55	4790
Motorola	1956	0014-PH-56	3248
Motorola	1958	14385-PC-58-A1-51	5866
Stewart-Warner	1959	42428-PC-59	2076
Stewart-Warner	1960	20139-PC-60-A1-51	4511
Electronic Assistance Corp	1960	23137-PC-60	969
Helena Rubenstein	1960?	? (80 units from Collins)	0
Capehart Corp.	1961	21582-PC-61	4237
Amelco/Teledyne Systems Corp	1962	35064-PC-62	3642
Imperial Electronics/Teledyne Sys	1963	37856-PC-63	3976
Stewart-Warner	1963	DA-36-039-SC-81547	0
Communications System	1966	FR-11-022-C-4-26418(E)	0
Clavier Corp.	1967	DAAG05-67-C-0016	0
Electronic Assistance Corp	1967	DAABO5-67-C-0155	10717
EAC Industries/Hammarlund	1968	consumer	115
Dittmore-Freimuth	1968	DAAB05-68-C-0040	215
Fowler Industries	1984	N 00024-84-C-2027	2
		Total of high s.n.'s	48,728

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: Al Klase <alklase@postoffice.ptd.net>
Subject: Re: alignment question
Message-ID: <199603091726.MAA05989@ns1.ptd.net>

>"There is a procedure for if alignment that produces a little better bandpass characteristic....
>
>This can be accomplished by connecting a 1500 ohm resistor across the secondary of the transformer and tuning the primary to maximum output and then when the maximum is obtained, reversing this procedure. With the resistor across the primary, tune the secondary for maximum.
>

The Collins manuals for the 51J's and the ARR-15 specify a similar alignment proceedure. I never understood what they were trying to accomplish, but this explanation makes sense. Think I'll go redo my 51J2 and check for differences.

73,
Al Klase - N3FRQ
alklase@mailbox.ptd.net
Flemington, NJ

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: n6nae@ix.netcom.com (Richard Humphrey)
Subject: An HRO question:
Message-ID: <199603091647.IAA16101@ix5.ix.netcom.com>

says there are coils for higher frequencies, but they seem to be as rare as hen's teeth, or they just plain elude me. I imagine that someday I'll spot a 10 or 15 meter coilset and the seller will say something like "$125, no dial strip." I will pass on it, but I gotta know something.

My experience with other single conversion receivers is that as one tunes above 10 or 15 megs, things start to go to pot in a hurry. Image rejection in particular gets poor. The same thing must happen in the -50, but to what extent? If you've used one on 10 or 15, I'd like to know what you think.

Rather than invest in overpriced collectors coils, I think the old HRO would look better with a crystal controlled converter sitting on top of it covering those high bands. At least then I could see some tubes glowing!

Richard

N6NAE
PS: Paid it last year. Paid it this year. Ain't killed me yet. Plan
to pay it next year. 'Nuff said.

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: doonan@cordmc.dnet.etn.com (DENNIS DOONAN X6916 (KG9DO))
Subject: RE: An HRO question:
Message-ID: <9603091707.AA08226@etn.com>

Richard,
  I have not had an awful lot of experience with the HRO on the
higher freqs, but out local 10-10 group wanted to do an AM night
net. Most of the folks used new rigs. I used my HRO-5AT with the
Type D coil set bandspread on 10 meters.
  I have to admit that I was very pleased. I could hear everything
on the HRO I could hear on the IC-765 (using the same antenna).
Granted, 10 meters was pretty quiet. It was all ground wave, but
our group has about a 25 mile range.
  You should still be able to find those plug-ins in the well less
than $50 range.
  Try it. You'll like it. Use the converter for 6 meters (er, is that
5 meters?).
73 de Dennis, KG9DO
doonan@cordmc.dnet.etn.com

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: Bob Roehrig <broehrig@admin.aurora.edu>
Subject: Re: An HRO question:
Message-ID: <Pine.ULT.3.91.960309132026.4169A-100000@admin.aurora.edu>

On Sat, 9 Mar 1996, Richard Humphrey wrote:

>   My experience with other single conversion receivers is that as one
> tunes above 10 or 15 megs, things start to go to pot in a hurry. Image
> rejection in particular gets poor. The same thing must happen in the
> -50, but to what extent? If you've used one on 10 or 15, I'd like to
> know what you think.

I have an HRO-M and yes, there are problems with the higher frequency
units as you said. I haven't actually checked the image rejection but
I have had problems with some HF oscillator pulling with variations in
signal strength. The HF osc does get into the RF section. These problems
no doubt exist in all single conversion recievers with a low IF freq.

>   Rather than invest in overpriced collectors coils, I think the old

> HRO would look better with a crystal controlled converter sitting on
> top of it covering those high bands.

Certainly a good way to go with any older receiver, especially for frequencies over about 10 MHz. Stability will probably also be better.

E-mail broehrig@admin.aurora.edu   73 de Bob, K9EUI

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: jproc@worldlinx.com
Subject: Apache Part
Message-ID: <Chameleon.4.01.2.960309154134.jproc@>

Dear BA'ers,

While rummaging through my junk, a frequency drum dial for the Heathkit Apache transmitter surfaced. It has been patched with Epoxy in two spots but is otherwise in one piece but of no use to me. If someone needs this part, they can have it at no charge except for the cost of postage.

Regards,
~~~~~~~~~~~~~~~~~~~~~~~~~~~~
Jerry Proc VE3FAB
E-mail: jproc@worldlinx.com
Radio Restoration Volunteer
HMCS Haida, Toronto Ontario
~~~~~~~~~~~~~~~~~~~~~~~~~~~~

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: "Michael Hanz" <hanzm@ncr.disa.mil>
Subject: Bird Wattmeters
Message-ID: <9602098263.AA826396391@ncr.disa.mil>

I don't know when the first 43 wattmeter was produced, but I do have an early Bird (sorry..pun police please ignore) Engineering Co. wattmeter I've been trying to find a manual for or information on. It's a TS-206/AR, 1,000 watts, with a contract date of 1944 (Contract # 1317-DAY-44). About 18" deep, toaster element in the back, big 28v fan motor, two switches in front (one for fan motor, the other unknown), rheostat control for ???. The type of construction makes tracing wires and reverse engineering extremely difficult. Anyone know anything about it?

Mike Hanz KC4TOS
hanzm@ncr.disa.mil

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: Sandy Blaize <70401.134@compuserve.com>
Subject: Re: Birds, bugs, keys, and plain ol' wire
Message-ID: <960309030624_70401.134_IHD39-5@CompuServe.COM>

Paul,

The "Bird" is still the standard of the industry, I think. I have an unusual permutation of the model 43 called the model 4410A. I bought it a few years back. At that time it was around $500 and the "elements" were around $150 each. What makes it unique, is with one ordinary looking "slug" I can measure power from 0-1 watt (full scale) to 1 kw. This in a 1,3 ranging scheme. (7 ranges altogether.) I have just two elements (slugs) at present:
2-30 Mhz and 144-520 mhz. both 1 watt to 1 kw full scale. I find it MUCH handier than carrying a model 43 around with a ditty-bag full of various elements! How I got this meter was an accident! I used to own a 43 and that ditty bag of slugs! A Radio Officer on a ship one day HAD TO HAVE MY WATTMETER.
He paid me almost NEW prices for everything I had!
So rather than buy another model 43, I opted for the 4410A! It's a GREAT instrument!

73,
Sandy W5TVW
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
Bat Anchors collected, restored, modified and used!

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: John Kolb <jlkolb@cts.com>
Subject: Re: CG75L Lightning Arrestor (Was: Re: Help w/ Component Spec.)
Message-ID: <Pine.SCO.3.91.960308224825.132A-100000@sd.cts.com>

On Fri, 8 Mar 1996, Steve Rodowicz wrote:

> At 03:30 AM 2/20/96 EST, Steve Sacco KC2X wrote:
>
> >...I tripped across an item labeled: "Gas Discharge Tubes".
> >
> Both companies use the same partnumber "CG75L", the "8148" is probably the
> date code indicating manufactured in 48th week of 1981.

And the 75 in CG75L most likely means 75 V breakdown voltage.
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

```
From boatanchors@theporch.com  Sat Mar  9 19:17:06 1996
From: "Steve Hose" <NUHOSE@befac.indstate.edu>
Subject: Collecting Bat Anchors
Message-ID: <5CFB5544555@befac.indstate.edu>

> Date sent:      Fri, 8 Mar 1996 21:09:10 -0600 (CST)
> From:           Sandy Blaize <70401.134@compuserve.com>
> Subject:        Re: Birds, bugs, keys, and plain ol' wire
..> So rather than buy another model 43, I opted for the 4410A!
It's a GREAT > instrument!
>
> 73,
> Sandy W5TVW
> ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
> Bat Anchors collected, restored, modified and used!
>
>
Sandy,
OKay on the 4410A....but...what are Bat Anchors?  How much does a
good Bat anchor go for?  Are they hard to restore?  How does one go
about modifying and using a Bat Anchor?                            73,


                            Steve KD1DT

                                ARRL LM
                                AMSAT LM-357
                                NRA LM
                                RSARS
                                RSGB


                                       __
                                     //^^\\
                                     \\
                                     ||
                                   /\_/\
NUHOSE@befac.indstate.edu          (o|o)          Terre Haute, IN
-------------------------------ooOO-(_)-OOoo--------------------------

                                    and
                                Jack the Cat



From boatanchors@theporch.com  Sat Mar  9 11:20:35 1996
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From: n5off@w5ddl.aara.org
Subject: Early R-390A worth more?
Message-ID: <319503@w5ddl.aara.org>

I certainly hope so :-) mine is s.n. 7 from 1st contract.

Value is moot, NFS. I think Mish charges more for these, however.

Caution, no bB+ fuses or any of the other mods typical of later R-390A's.

73 de tom

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: Gary Mitchelson <garym@cais.cais.com>
Subject: Early R390A. Any extra worth?
Message-ID: <199603091523.KAA20085@cais.cais.com>

-- [From: Gary Mitchelson * EMC.Ver #2.5.02] --

One of my R390A's is from the 14214-PH-51 contract from Collins. According to the list of military equipment on the boatanchor web site there were only 200-300 made on this contract.

Does radio from this contract have any extra value because of this?

--
Gary Mitchelson
N3JPU
garym@racalrecord.com
Racal Recorders, Inc.

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: Kevin Pease <hamradio@mm1001.theporch.com>
Subject: Re: Eddystone receivers
Message-ID: <Pine.LNX.3.91.960308192726.9892B-100000@mm1001.theporch.com>

With all of this talk about Eddystone Receivers I would like to get one of those Edystone dials for a home brew project. Has anyone got one for sale ? Would also like one of the Eddystone receivers but I have never seen one at the hamfests.

Kevin Pease
WB0JZG Mount Juliet, TN.

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: bcutter@teal.csn.net (Bob Cutter)
Subject: Eddystone Receivers
Message-ID: <199603092328.QAA11543@lynx.csn.net>

The posting concerning Eddystone prompted to give the rather unique story behind mine.

I got my EC10 in 1980 in trade for a MACKEY stream key bug from Howard McElroy, Ted's brother. Howard was a shipboard op and had purchased the Eddystone as a backup receiver in Durban, South Africa. Howard wanted the bug to give to his son, also Howard, KZ4P.

Now you purists know the EC10 is not a real boatanchor but it sure looks and feels like one.

73, Bob KI0G
QBF?   ZUE

Bob Cutter, ...Glenwood Springs, CO

KI0G

bcutter@teal.csn.net

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: MEC <danmec@inet.uni-c.dk>
Subject: FS German HRO copy
Message-ID: <Pine.3.89.9603092355.A17342-0100000@inet.uni-c.dk>

I have an AQST made in former German Democratic Republic in 1950's.
With ALL coils. PS. Manual (German).

For sale. 1050 USD ex CPH

73 Rag oz8ro

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: Steve Ellington <n4lq@iglou.com>
Subject: FS: Lafayette HE-25 xmtr
Message-ID: <3140CAEE.BF7@iglou.com>

HE-25 transmitter by Lafayette circa 1959 for sale. $75 plus shipping from 40272.

Very rare item. This is first one I've ever seen.

Covers 80, 40, 20 , 15, 10 and 6 meters

CW and AM

150w input and 100w out.

Tubes 6AU6 osc, 6DQ6 driver, (2) 6DQ6 final pa., 12AX7 mic amp, 6AQ5 modulator.

Case is powder blue. Front panel is black and cream with black knobs. All original knobs. Piolet light has been changed. Mic. jack has been replaced with 1/4" phone jack. Ohterwise its original.

I can send a JPEG file for your viewing.
No manual.
Test and puts out a solid 100w.
A few, almost invisable scratches.

This would make a good mate for the Knight R-100 which I have listed for $85. Both for $150. Also have picture of this.

73....Steve N4lq@iglou.com

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: Radiomatt@aol.com
Subject: Fwd: using tubes in receivers
Message-ID: <960308223921_345676467@emout10.mail.aol.com>

Forwarded message:
Subj: using tubes in receivers
From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: ks0f@i1.net (MIKE SANDERS)
Subject: glowbugs@theporch.com
Message-ID: <199603091834.MAA05108@mail1.i1.net>

Greetings all,
      The 7040kcs rock came in the mail yesterday from Jan. This a.m. I hooked up the 6T9 tx and the S53A rx out in the garage to the old Hustler 4BTV. That antenna is mounted to the chainlink fence and has about 5 splices in the coax. Anyway I put the Drake R4B rx on the B&W coax switch (my manual tx, rx changeover system) and ended up using it. At high noon I made my first try

at a qso with about 2 watts out (that rig don't like that rock) (later). I answered
VE3XEV up in Toronto calling CQ. He came back on the second call and gave me a 339 with QRN, QRM and QSB. We had a 15 minute exchange and then signed. Hart said he had good ears and must have been telling the truth.

St. Louis to Toronto midday on 40 meters with 2 watts and a real mess for an antenna is sure encouraging. I'm gonna try the S53A later tonight again. I might even wire in one of the Radio Shack DSP40s which make really good cw filters at audio. If that helps out enough I will use the lil Halli with the 6T9.

I am going to have to check and see why I can't get more out with this xtal. My other 40 meter rocks will allow me to get about 4.5 watts out. Will see later what goes on.

Can't believe I was actually kinda nervous as the J38 slid around the table out there. It was fun. 73 de KS0F
ks0f@i1.net

ZUT

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: "Gary H. Harmon, Jr." <gharmon@txdirect.net>
Subject: Hallicrafters S-Meter
Message-ID: <199603092159.PAA12114@legend.txdirect.net>

I have a really nice and clean S-85 which someone mounted a Lafayette S-meter right where the "h" is/was. Any one have a Hallicrafters S-Meter and circuit that I might mount in place of the current one? What about removing the meter and patching the hole? Any recommendations?

Also, I need one of the small knobs if you have an extra one laying around gathering dust.

Thanks very much and 73, gary

==
<<<<<<<<< TOO many projects, NOT enough time! >>>>>>>>>>

Gary H. Harmon, Jr., K5JWK gharmon@txdirect.net
6302 Robin Forest   K5JWK@K3WGF.STX.USA.NOAM
San Antonio, TX 78239   (210) 657-1549

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: arc5@ix.netcom.com (David Stinson)
Subject: Help With Batteries

Message-ID: <199603092251.OAA18550@ix2.ix.netcom.com>

Can all you wise ones help this dumb farm boy out? I don't know much about the proper way to handle batteries, I guess.

I've been using two new car batteries in parrellel with my 25 VDC power supply to provide 100 amp surge current capacity when starting big dynamotors. I put the two in series when they were fully charged, then put my 40 amp power supply at about .2 vdc above the battery voltage. It worked fine for about a month, but now I've got one battery down to 6 volts and the other to 11, even after 12 hours of charging. I believe I must have boiled a cell dry, raising the charge current and cascading the problem.

Can anyone tell me how to avoid this problem in the future, and how to properly set this up? Who's the expert?

Thanks and 73 DE Dave AB5S/7
arc5@ix.netcom.com

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: haynes@cats.ucsc.edu (Jim Haynes)
Subject: Re: help with batteries
Message-ID: <199603092355.PAA00685@hobbes.UCSC.EDU>

Our radio club had a battery expert speak at the last meeting. I've been trying to find time to boil things down into an article; but for now I'll try to cover the topic of lead batteries from his notes.

The chemistry is the same in all lead-acid batteries, but there are several kinds. The sealed types (gel cells and no-maintenance car batteries) use calcium alloyed with the lead for greater mechanical strength. This is to reduce gassing at the end of charge; and there is some sort of catalyst to make water from what gas is formed. The other kind use antimony alloying, which results in more gassing and water consumption; these batteries are vented.

The best thing in terms of battery life is "float" charging. You set the charger voltage to a fixed value, which will result in very slight or no gassing when the battery is fully charged. For antimony batteries you need an occasional equalizing charge, which is to say that about once a month you turn up the voltage to where all cells are gassing freely and then turn it back down to float voltage. The reason for this is that the individual cells will drift apart in state of charge when maintained by float charging.

The trouble with float charging is that it doesn't recharge the battery quickly when it has been used. Car batteries, for instance, are charged considerably faster because you want the battery to stay charged even if you are doing a lot of stopping and starting, where there isn't time to recharge the battery fully at a lower rate of charge.

There is controlled current charging, where you charge at a higher current when the battery is low and then reduce voltage to the float voltage when the battery is near full charge. This is only applicable to vented batteries and certain sealed ones designed for this kind of charging, and it require a smart charger.

Trickle charging is just enough current to keep the battery fully charged - normally about 0.5 milliampere per amepere-hour of cell capacity. This low rate may not be enough to ever recharge the battery when it has been used; its purpose is just to keep the battery from deteriorating when idle.

To maximize life: operate as close as possible to optimum float voltage, minimize depth of discharge, minimize number of discharge cycles, and recharge from discharged condition as soon as possible. He mentioned that the modern automotive "high cranking current" batteries get their capability by using very thin separators, and that these batteries will be ruined if they are left discharged for any length of time. In other words, they are optimized for starting cars and aren't good for much else.

There are a bunch of graphs I'll try to describe a little. In all the following C is the capacity of the battery in ampere-hours. If the discharge current is C/100 then the battery is fully charged at about 12.6 volts and is fully discharged at about 11.7 volts. (for a nominal 12 volt battery) For higher currents the voltages are lower: for a current of C/5 the fully charged voltage will be about 12.1 and the fully-discharged voltage will be about 10.2.

Then for charging: for the battery at rest, 100% charge corresponds to 12.6 volts and 10% charge corresponds to 11.7 volts. If charging at a rate of C/40 the voltage will be 11.8 at 10% charge, increases to 13.1 volts at 90% charge, and then the curve turns upward and the voltage is 13.5 at 100% charge (and will go higher with continued charging). For C/5 the 10% voltage is 12.6, there is a knee at 80% charge and 14.0 volts, and then the voltage is 16.0 at 100% charge.

All this stuff depends on temperature. At 77F the high limit automotive setting is 2.38 volts per cell, the optimum automotive setting is 2.25 volts per cell for lead antimony. For sealed lead calcium the high limit is 2.30 and the optimum is 2.25. For vented lead calcium you can go down to 2.23 volts with no equalizing charge, or 2.15 volts with the equalizing charge.

Then there is a chart showing specific gravity versus charge at various temperatures. The bottom line is that you want to use weaker acid for higher temperature operation. The stronger the acid the more it eats up the battery but the more current you can get out of the battery at low temperature. So if you are using the battery indoors and keeping it warm you can dilute the acid for increased life.

Then he shows a schematic for a station battery system. Get a 12-15 volt regulated power supply that has remote sensing, current limiting, and enough capacity to run the load all by itself if possible. He shows connecting a diode between the output of the power supply and the battery. And fuse the battery - a lead/acid battery can deliver incredible current into a short circuit. Then he has the remote sensing of the power supply connected to the battery, through a little relay that operates off the output of the power supply. The idea is that when AC power is off the diode keeps the battery from discharging back into the charger, and the relay keeps it from discharging back into the remote sensing input. But the reason for remote sensing is to compensate for the voltage drop in the diode.

He says, "If the power supply is large enough to supply total station load, a calcium type automotive battery can be used. Advantages are no equalizing charge requirement and no acid fumes, if a sealed type is used. Disadvantage is each test deep discharge, to verify battery capacity, will do some damage to the battery. However by test discharging to approximately 80% state of charge, using the battery voltage as a guide, ultimate battery capacity can be predicted without battery damage.

"If a 'deep discharge' type RV or marine battery is used, there is the advantage that the battery may be occasionally deep discharged to 10.5 volts or so by station or test load to directly verify expected station operating time capacity. Also, as this type of battery is designed to tolerate repeated cycling, the power supply need not be capable of supporting the total station load. The disadvantages are that the battery should receive an equalizing charge occasionally and will of course be a source of corrosion causing acid fumes.

"Provision should be considered to allow interconnection of the station battery with that of a vehicle, i.e. the family car, to allow convenient recharging and/or station operation during an extended power outage period. Direct parallel connection is acceptable. An appropriate fuse or circuit breaker should, of course, be placed in the interconnection path."

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: Jim Dillon <beadgal@ptialaska.net>

Subject: Re:HRO50 'AA' Question
Message-ID: <01BB0D96.23005360@juneau_40.dialups.ptialaska.net>

Hi Richard and HiROllers-
You can get some idea of the Hen's Tooth Factor by looking at the
Flurry of post activity re: alleged FB-7 ABCD at a surplus joint =
somewhere in
Canada. Everybody from Don Merz to King Hussein is spamming those phone
numbers. My guess its one of those joints that's open from 1-3p.m.on
Remembrance Day and that the coil sets will turn out to be Betterblocks
painted black.
There are skidloads of National Stuff NIB scattered from Malden to Mare=20
Island. Numerous OFs on the Cape have boxes of every coil set and the
parts to make them. Guy named Ric has HRO-500s in factory-sealed boxes. =
I send the Barnstable County Register of Wills an
annual gratuity to stay on his mailing list- I am going to be at that =
Estate
Sale!
Back to the HRO AA (10m) set. Once I traded with one of these =
Downeasters
who had a box of AA sets. To this day my son Chris thinks he is an only =
child.
We miss little Ernie, but I got three sets of AA in the deal.
Traded them straight across for E and F for my HRO-5, kept one.
Doesn't play a bit different than A on bandspread BTW.
Which is excellent, rock solid. Start replacing old resistors with =
carbon film if
you have an HRO that isn't hot up there (or bad noise threshold). =
granted we
don't have an image problem up here lately (10 meter images, let's not =
get into wolves today).
Moral, if any, to this story: Yo cash ain't nothin' but trash.
Bill Harrah didn't get all those classic heaps in Vegas just by writing
checks on his Swiss Bank. There are bodies buried. F. Lee Bailey is =
where he is today probably because of an AGS deal gone sour. And , =
Michael, QRU...
save the bubble wrap.
Jim Dillon WL7CMQ Beadgal@ptialaska.net
Still seeking.....ah, nevermind..

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: Andy Howard WA4KCY <102452.362@compuserve.com>
Subject: Jim Taylor, W4PNM, SK
Message-ID: <960310005338_102452.362_DHT42-1@CompuServe.COM>

It is with deep regret that I report Jim Taylor, W4PNM, of Augusta, Georgia became a silent key March 8, 1996. Jim was well known in AM and vintage tube-type radio circles in the southeast. He had worked for Collins for a number of years, Hy-Gain Antennas and marketed his own "Taylor" antennas. Jim was born in Franklin, Ohio and was a friend of Bob Drake founder of R. L. Drake Co.. He was 67.

He was a very good friend of mine. He knew more about our kind of radio than anyone I ever met. He will be missed by many.

Andy Howard, WA4KCY
"Where I go you cannot follow
until after a season"

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: Jim Dillon <beadgal@ptialaska.net>
Subject: Lafayette HE-10(KT-200) sources
Message-ID: <01BB0D03.AD0576A0@juneau_20.dialups.ptialaska.net>

Hello Laffatit Radio Retro folk-

Well, here's a lead on another one. Try e-mail   K2SCi@aol.com
This is lifted off an unrelated article on rrswap. that's all I know.

Did anyone score the Trio brand incarnation of this model at Ford's Surplus. Their number is (613)283-5195 voice.283-0637 fax

FYI- These were made by Trio/Kenwood 1959-63. They were the boatanchor style receiver you remember from Jr. Hi in the Lafayette flyers. Look like an S-38 on steroids. I have one w/matching speaker near mint. Interesting last gasp BA Kitsche. You should have one.

Jim Dillon WL7CMQ   Beadgal@ptialaska.net
Still seeking Magic Eye Tuning gear (even Goonie BIrds, Gonset Communicators)

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: w0ogh@ix.netcom.com (Larry Godek)
Subject: More manuals FS
Message-ID: <199603090413.UAA29123@ix9.ix.netcom.com>

Gang, I have this bunch of AN/FRC-93 manualsthat I don't need anymore.
All are original with the Yellow stock cardboard similar covers.

As follows they are:

Filter, Radio and Interference F-1139/GRC-159(V), Aug. 1976. THis is for the noise filter that belongs in the KWM-2/2a. Includes Text, Pictorials, Charts and Schematic. $20

TM 11-5820-554-12, Operators and Organizational maintenance manual for the AN/FRC-93(V)1 thru 7. Coverrs the KWM-2/2A and all accessories.
3 copies at $25 ea

TM 11-5820-554-24P, Amplifier, Radio Frequency Am-3979/FRC-93, covers the 30L-1. $12

TM 11-5820-554-24P-1, Amplifier, Radio Frequency AM-3979/FRC-93, covers the KWM-2/2A. Parts manual. $12

TM 11-5820-554-24P-9, Coupler, Antenna CU-2004/U, covers the 180S-1 antenna tuner. $12

TM 11-5820-554-34-1, Amplifier, Radio Frequency AM-3979/FRC-93 Again for the 30L-1. $12

TM 11-5820-554-34-2, Control, Radio Set C-6118/FRC-93 and COntrol, Radio Set C-7515/FRC-93. Covers 312B-4 and 312B-5 components. 2 copies at $12 ea.

TM 11-5820-554-34P-2, Control, Radio Set C-6118/FRC-93. Covers the 312B4 2 copies at $12 ea.

TM 11-5820-554-34-6, Regulator, Voltage CN-1146/FRC-93, cover the Solatron Voltage regulator. 2 copies at $12 ea.

I also have an original of FM 11-490-7, Communications-Electronics, Military Affiliate Radio System (MARS) for $15

And I have an original TM 11-5820-771-23P, Receiving Set, Radio, AN/URR-69. Not sure but it may be a manual for the R-392. If I only had a picture.

Maybe tomorrow at the BIG scottsdale (AZ) swapmeet I'll see something that reminds me of the pix in this manual. Its like brand new so I guess if someone knows for sure what the URR-69 is, they can make a reasonable offer on this like new manual and then I won't have to mention it here anymore. Thanks to all of you fine people who have responded to previous offers.

Larry W0OGH@ix.netcom.com
also a paid member. (Have you got my check yet Phil?) And worth every cent of it.

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: USSAILIS@forum.phast.umass.edu
Subject: Moto HF radios
Message-ID: <01I254YUIRXE00BFBC@rfd.oit.umass.edu>

Who, then, made the public service band radios of the '30s? I think they orperated between 2 and 3 MHz.

Motorola was a significent car radio Mfg in the '50s and '60s. Mostly "after-market" stuff. The exception was the Saphire I made for VW of America. Quasi after-market.

Jim, W1EQO

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: haynes@cats.ucsc.edu (Jim Haynes)
Subject: Re: Motorola at HF
Message-ID: <199603092250.OAA00547@hobbes.UCSC.EDU>

I don't know, but they did make BC radios for cars, and then in the 1930s 1940s time frame police communication was down around 2MHz. So somebody had to make the equipment for that service.

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: n5off@w5ddl.aara.org
Subject: Motorola HF
Message-ID: <319501@w5ddl.aara.org>

Examples of Motorola HF

Military KW HF amp
R-390A
CB's in the 70's
Micom 12V Mobile

The new Micom XR has USB, LSB, AM and CW, 120 channels. It has a cool remote head, and Micor looking RT unit. The speaker and mic are military but I'm sure they can be swapped.

Its not a BA though.

73 de tom

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: "Lahlum Ross" <ross_lahlum@msmail.wes.mot.com>
Subject: Motorola HF Rigs
Message-ID: <9603090222.AA00100@kay.wes.mot.com>

Somebody was asking if Motorola ever made any HF rigs, so I walked over to the Motorola Museum at lunch. (Well worth visiting, if you're ever in Schaumburg, IL.)

They have a display of WWII radios which the company devoted all its resources to designing & building at that time. Motorola, collaborating with the Signal Corps, built the first "handie-talkie", the BC-611, which worked between 3.5 - 6 MHz on AM. They also built the SCR-609/610, which was an FM transceiver on 20 - 27.9 MHz.

The highlight of the WWII exhibit, however, is an SCR 300 (40-48 MHz) which was recovered from the Normandy invasion with a very large bullet hole going in one end & out the other.   There wasn't any info on what happened to its owner...

If anybody is interested in pursuing Motorola radio history further, I would be willing to take questions to the Museum Curator.

BTW, some of the museum guides are looking for a WWII-era pilot's helmet (w/ ear flaps etc.). Anybody know of any Mil surplus places in the Chicago area that carry that kind of stuff?

73,
Ross

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: USSAILIS@forum.phast.umass.edu
Subject: Motorola rigs
Message-ID: <01I240F8SONM00C93L@rfd.oit.umass.edu>

Didn't Motorola make taxi two-way radios? Thought they made one that I took
to the dump a few years back. My son (KA1WBO) got paid $2.50 at an auction
to take it. Dad got tired of looking at it and moving it.
Jim, W1EQO

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: paul Veltman <veltman@netcom.com>

Subject: Re: Motorola rigs
Message-ID: <Pine.3.89.9603082125.A16468-0100000@netcom23>

Sure did,
In fact until the late '60s and those Standard rice boxes came out,
Motorolas and GEs were the mainstay of the ham FM operators. Now, let's
see someone bring up those Links.

73

Paul WA6OKQ

On Fri, 8 Mar 1996 USSAILIS@forum.phast.umass.edu wrote:

> Didn't Motorola make taxi two-way radios? Thought they made one that I took
> to the dump a few years back. My son (KA1WBO) got paid $2.50 at an auction
> to take it. Dad got tired of looking at it and moving it.
> Jim, W1EQO
>

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: Jeffrey Herman <jherman@hawaii.edu>
Subject: Re: Motorola rigs
Message-ID: <Pine.SV4.3.91.960308204313.14654D-100000@uhunix5>

> Sure did,
> In fact until the late '60s and those Standard rice boxes came out,
> Motorolas and GEs were the mainstay of the ham FM operators. Now, let's
> see someone bring up those Links.
> Paul WA6OKQ

> > Didn't Motorola make taxi two-way radios? Thought they made one that I took
> > Jim, W1EQO

Yes, but you're back up to VHF - I was interested in wx Mot made anything
for HF or even MF. Marine, aircraft, broadcast? Someone already mentioned
the military effort they made during WWII.

Jeff NH6IL

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: ks0f@i1.net (MIKE SANDERS)
Subject: Re: Motorola rigs
Message-ID: <199603091504.JAA29836@mail1.i1.net>

Didn't Motorola make taxi two-way radios? Thought they made one that I took

```
>> > Jim, W1EQO
>
>Yes, but you're back up to VHF - I was interested in wx Mot made anything
>for HF or even MF. Marine, aircraft, broadcast? Someone already mentioned
>the military effort they made during WWII.
>
>Jeff NH6IL


  I'm sure there was lots of other stuff they made I never saw but about 10
  years ago I worked on some of  the Micom S series of radios. Channelized
  h.f.  ssb. Crude programming box by todays standards as an option for
  changing channels etc. I think it was about 10 pre programmed channels
  and 100 watts out if I remember correctly. Made in Isreal and the manuals
  were also printed in Tel Aviv. Definately not BA.
  Probably the well known R390A contract was their best and most produced
  in hf stuff of BA type.



From boatanchors@theporch.com  Sat Mar  9 11:20:35 1996
From: paul Veltman <veltman@netcom.com>
Subject: Re: Motorola rigs
Message-ID: <Pine.3.89.9603090755.A5224-0100000@netcom5.netcom.com>

>
> > > Didn't Motorola make taxi two-way radios? Thought they made one that I took
> > > Jim, W1EQO
>
> Yes, but you're back up to VHF - I was interested in wx Mot made anything
> for HF or even MF. Marine, aircraft, broadcast? Someone already mentioned
> the military effort they made during WWII.

Jeff,
I was responding to Jim's taxi radio point, not yours HF queiry.  As far
as I know with the exception of the WWII contracts,  Motorola never made
any HF gear.  The only thing I'm familiar with is their low-band,
hi-band, and UHF FM gear.  Those are 'taxi-radios'.

You know, for one short time, Motorola may have tried to make a CB band
radio, but I've never seen one.

73

Paul WA6OKQ


From boatanchors@theporch.com  Sat Mar  9 19:17:06 1996
```

```
From: robert fowle <hammarlund@voyager.net>
Subject: Need cabinet for collins....
Message-ID: <199603091839.NAA00667@vixa.voyager.net>

looking for one of the following cabinets:

KWM-2, KWM-2A, OR 30-L1.....

please state price shipped and condition.
thanks
============================================================]-[->
Robert Fowle
The HAMMARLUND Historian
Ph. voice or fax  517-789-6721
1215 Winifred
Jackson, Mich. 49202-1946
E-mail at: hammarlund@vixa.voyager.net
                              HAMMARLUND LITERETURE WANTED
============================================================]-[->



From boatanchors@theporch.com  Sat Mar  9 19:17:06 1996
From: Mikhael Brown <mikhael@hpcmmp13.sj.hp.com>
Subject: Need HG-1 Manual
Message-ID: <199603092357.AA187335842@hpcmmp13.sj.hp.com>

    The title says it all.  I need a manual for the Hallicrafter
 HG-1 signal generator.  Just picked up one at the Foothill flea
 market this morning.  I didn't even know that they made test equipment.
 Nice unit but doesn't work above 10 MHz.

 Let me know if you have one or can make me a copy.  I would pay for
 copy fees and mailing.


 Thanks & 73

  Mike   N6WIG


--
mikhael@hpcmmp13.sj.hp.com


From boatanchors@theporch.com  Sat Mar  9 11:20:35 1996
From: robert fowle <hammarlund@voyager.net>
Subject: need service manual for FT-101-ZD
```

Message-ID: <199603091646.LAA22381@vixa.voyager.net>

If you have one you'd sell, please e-mail.
Thanks

```
==========================================================]-[->
Robert Fowle
The HAMMARLUND Historian
Ph. voice or fax  517-789-6721
1215 Winifred
Jackson, Mich. 49202-1946
E-mail at: hammarlund@vixa.voyager.net
                              HAMMARLUND LITERETURE WANTED
==========================================================]-[->
```

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: Paul Christensen <PaulC@jax.se.continental.com>
Subject: NEW BROWN BROTHERS BTL-A 4 TRADE
Message-ID: <3141C68E@se.continental.com>

Still looking for a trade on my new, mint, Brown Brothers BTL-A key.

Looking for pre-WWII Vibroplex bugs.

paulc@jax.se.continental.com

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: "Benjamin D. Hall" <bdhall@ghgcorp.com>
Subject: New e-mail address, NC-100A works
Message-ID: <3141EC42.26F9@ghgcorp.com>

Hello y'all.

Finally dumped AOL and now have a real ISP. So, for all those who knew me as BHall88620@aol.com please note that I am now using BDHall@ghgcorp.com.

As some of you know, I bought a National NC-100A about a month ago. After checking it out (finding the 6F6 output circuit totally changed, plate grounded thru .01 uf cap and other odd things), reforming the filter caps, it works. Plugged in my old Philmore headphones and got the 10MHz WWV. I was pretty happy, considering it was 2:30pm local time. However, the S-meter doesn't seem to be working properly. It moves, but doesn't seem to indicate signal strength. Gotta check that out.

73,
Ben

BDHall@ghgcorp.com

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: "basalop" <basalop@eskimo.com>
Subject: Old rcvrs for sale
Message-ID: <199603090635.WAA19282@mail.eskimo.com>

Hello Boatanchor fans,

I have an ol' buddy who has who has these really nice receivers he would sell. He really does not know what a fair price for them would be and neither would I either. If there is one here that you would be interested in give him a call on the telephone and talk to him. He is located near Portland, Oregon and his name is Dan Raab (K7DR) . Phone number is 503-647-0968

Hallcrafters SX-28, restored, with spare set of tubes and manual.

National NC-300 also all gone over and in very nice condition with manual.

Collins TCS receiver, original condition.

I am located north of Seattle, Wa and only get to pay Dan a visit a couple times a year. One thing for sure is that SX-28 sure is a good looking radio. I would not mind havinig it myself.

73 Jim K7SLI (basalop@eskimo.com

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: "Allan Fritsche" <fritsche@msn.com>
Subject: Planned Obselence
Message-ID: <UPMAIL03.199603090118380347@msn.com>

I work for AT&T and the products we produce have built in obsolesce as far as Ive been told. It goes to Time to Market (most important) , Use the old Bell curve looking chart with a change of a deep downward slope from the crest and on the slopping down side of the curve,about mid way, start producing a new product. Its used by all businesses today as far as I know, and believe me I am no expert on economics.Nor do I want to be.

I wonder if that was also true in the tube days?

I am sure the engineering crowd was never brought in to discuss economics in those days. They were just told what to do, Maybe Iam wrong as I Dam sure am not a engineer of any means.

Curious

Al Fritsche
fritsche@msn.com

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: dt@scotborders.co.uk (David Topham - Arts & Science)
Subject: Re: Planned Obselence
Message-ID: <9603091018.AA17239@scotborders.co.uk>

Al Fritsche said:

> I work for AT&T and the products we produce have built in obsolesce as far
>as Ive been told....   ...I wonder if that was also true in the tube days?

In the tube days the equipment was often a vehicle for the after-sales of tubes. The longer the chassis stayed functional (and in style) inevitably there would be sales of tubes for it.

In the UK there is evidence that tube (valve) manufacturers chipped in on the initial cost of radios. Rather like the razor blade business. Battery manufacturers also subsidised the first portables (and the earlier tr******or sets).

I believe these factors put a different slant on quality.

Today I'm impressed that a TV comes out of the box (no degaussing, no purity and convergence adjustments), self tunes and works until I'm sick of it without maintenance. That's another slant on quality.

Quality #1 is in my mind no better than quality #2, or vice-versa. They're just different and best in their own way.

73 David Topham GM3WKB dt@artscience.scotborders.co.uk

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: haynes@cats.ucsc.edu (Jim Haynes)
Subject: Re: Planned Obsolescence and AT&T
Message-ID: <199603090603.WAA23556@hobbes.UCSC.EDU>

Well in the Old Days I'm told Western Electric equipment was designed for a 40 year life. I think this had something to do with the slower pace of technology change, but also with some accounting rules for regulated public utilities. The regulations I believe specified the amortization time of the equipment, so you wanted the stuff to last as long as you were required to amortize it. This must have been something of a problem when electronic switching came in with discrete transistor technology, so it was very soon obsolete. But prior to that it seemed that Western Electric would make just about any design it had ever made, for replacement parts if not for use in new installations.

I know when I worked for Teletype in the 1960s we still made spare parts for the Model 14 and Model 15 machines, designed around 1930 and earlier. We didn't make parts for the Model 26 of late 1930s vintage because all the Bell System companies had phased them out and there were practically no other users of the product. (except hams, but hams had the machines precisely because they had been phased out of the Bell System)

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: Paul Christensen <PaulC@jax.se.continental.com>
Subject: Pre-WWII HRO Receiver Prices
Message-ID: <3141E63C@se.continental.com>

Does anyone know the going prices for a pre-WWII HRO or FB-7/FBX receiver in nice condition?

 -Paul, N9AZ

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: michaelk@kentrox.com (Michael Kersenbrock)
Subject: Re: Quality...
Message-ID: <9603090002.AA05231@bertha.kentrox.com>

>) In all the years I've done it I've NEVER
> >thought or had it suggested that obsolesence be planned into the design.
>
>   Hmmmhhh... as an engineer, I'd like to agree, but 14 years experience
> in the computer industry showed me otherwise... quite frustratingly.
> When design cycles and product lifetimes squeezed down to a number of years,
> I saw MANY decisions made about product quality made with the useful (short)

> lifetime of the product in mind. These were NOT knock off PC's either.

I don't doubt that, but designing with the understanding that the product will have a short lifetime is not the same as designing a product *to* have a short lifetime (what planned obsolesence is). Was the *purpose* of the decisions to create the short lifetime, or was the short lifetime "a given" which was being taken into account (to speed time-to-market, etc) ?

Someone designing a video board for a PC *is* designing a short-lifetime product as is someone designing a PC motherboard. Doesn't really matter what design decisions are made, it'll have a short lifetime before becoming a near-worthless design, and taking that into account, may be useful to survive in that environment (I'm in a business where the product lasting almost forever is a "requirement" -- very different).

Mike, wb4ioj

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: Sandy Blaize <70401.134@compuserve.com>
Subject: Quality...
Message-ID: <960309035219_70401.134_IHD91-3@CompuServe.COM>

As an 'ex' field technician and quasi-engineer (no, I don't have a degree!) for many, many years, I have seen a few things in the communications industry. "Marketing" has grossly fouled up a few items. Excessive claims and promises by absolutely lying salesmen. The old saying about how Samson slew the Philistines with the jawbone of an ass, and that everyday 10,000 sales are killed by the same weapon! Secondly, potentially GOOD pieces of gear whose reputation is ruined, because the design engineers are unwilling to listen to input on changes by field technicians. I have run into many who think we in the field were only "grunts" and "board swappers" incapable of any theoretical thought about their "creations". This usually occurs when the engineers in question or their companies think that they are "too good" to do field work. Once it leaves the "lab" you ain't through with it, until the customer "beta" tests it! "Bean counters" have to take some of the blame as well, as they, many times seem insensitive to anything except the "bottom line".

As long as imaginative engineers keep trying to "re-invent the wheel", the engineering costs will soar. One learns in electronics, especially in projects

involving RF signals and high powered RF fields, if one small items is changed,
"Murphy" is there to spring another bag of surprises on you! Everyday is a
learning experiance!
You NEVER know it all, and when you might suspect you may, you will be "jolted"
back into the reality of what you don't know!
     It's an interesting game, but full of surprises and kinks in the road.
It IS difficult: building a 'quality' electronic widget, at the smallest
possible cost per unit,
with the lowest MTBF and at a profit that will please the CEO and Board of
Directors!
Whatever that 'widget' happens to be.
73,
Sandy W5TVW

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: Dave <72550.2274@compuserve.com>
Subject: R4-C Mods Info
Message-ID: <960309234455_72550.2274_IHD59-1@CompuServe.COM>

I've seen vairous mods for the R4-C listed such as Sherwood and Satori mods,
noise blankers etc... Would appreciate any info on where to obtain the circuits
and parts for these various mods....

Thanks,

Dave Hutchison KW9U

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: Andy Wallace <wallace@mc.com>
Subject: RAS thought, postscript
Message-ID: <9603092049.AA22924@kali>

Just realized something -- if this particular rx works
with RAS (175 kc) coils, then does the rx have to be an
RAS? Moore's book doesn't seem to list an HRO with that
low I.F. except for the RAS.

Radio-archaeology at its finest!

73,
--Andy
wallace@mc.com

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: Jim Dillon <beadgal@ptialaska.net>
Subject: Re: RAS v. HRO-jr.
Message-ID: <01BB0DCA.83A98360@juneau_22.dialups.ptialaska.net>

Hi Andy& RAStabro-
Well, the presence/absence of the nomenclature tag (or the telltale four
tapped screw holes for the missing one) is a good start. Its 2" square, =
upper
right facing radio.
RAS is often broken into -1 thru -5, but there were countless variations =
usually
involving single/double ended tubes (6D6 vs.6SK7, etc) in every =
imaginable
combo, NL as plug-in vs inboard, DC input PS, you name it. Everybody =
built them- National, Belmont, Mission Bell. It was wartime. They are =
not rare.
The HRO-jr is rare because few bought it. It was the PCjr/ Mac plus of =
the
Thirties. No bandspread, no xtal, no R-meter , those pesky coils and =
look
over here at this Hammarlund HQ-120 or Halliscratchers SX-18 for $20 =
less-
"True bandswitching" the salesman says , figuring in his margins on =
competing lines. When war broke out, the RAS incarnation of jr. was =
perfect because
of its rugged simplicity and excellent performance under shipboard =
conditions.
Also contributing to today's shortage of civilian HROs and Hammarlunds, =
RCAs,
etc. was gov practice of buying/conscripting ham's gear for the =
duration. You
can bet they gave the pre-SX-28 Hallicrafters a pass (or a 4F).
And the quality radios were the price of a refrigerator to replace the =
icebox,
or 1/3 cost of a new car. Thirties were still hard times for majority of =
folks. F
Few drove Packards, bought Collins transmitters, or HROs.
I can get you more specifics on different RAS if you need.
The next quarter OTB (Old Timer's Bulletin) has a National =
Radiography, and someone has discovered some of the National in-house =
advertising archives
(Rogues Gallery) should be interesting when/if published later this =
year.

Keep twirling those PWs.   Jim Dillon WL7CMQ   beadgal@ptialaska..net

Still seeking NC-100X, ACR-111, other Magic Eye Radios

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: Andy Howard WA4KCY <102452.362@compuserve.com>
Subject: S-20R Plate Transformer Needed
Message-ID: <960310001902_102452.362_DHT61-1@CompuServe.COM>

Need S-20R plate transformer to complete restoration project.

Thanks,

Andy Howard, WA4KCY

****
"Love thy neighbor as thyself; do not to others
what thou wouldst not wish be done to thyself;
forgive injuries, forgive your enemy.

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: bkh@bwab.se
Subject: SP600JX21(A)
Message-ID: <199603091217.NAA29177@mailbox.swip.net>

>
\>What is the difference between a -JX21 and a JX21A?
>

According to an Hammarlund ad in QST April, May 1970
the difference is:

"the addition of a crystal controlled Product detector
which puts Upper or Lower Single Sideband at the option
of the operator, along with AM and CW reception"

It takes two more tubes for the SSB-function.

>
\>Is there any way to estimate the age of this receiver ?
\>The serial number is 12173.
>

The easiest way I know, is to look for the Datemarking of
some of the Caps. In SP600 you can check the big B+
filter Cap C161 and also C158,C159,C160 + several others.

They are all marked with month and year, for exampel
4-55. It gives a rought idea when it was put together
into a complete receiver.
I have 3 receivers SP600JX-21 on the shelf, one of them
with serial number 17128 has capacitors marked,
4-55 (April 1955)

73 de Bengt, SM7BKH   bkh@bwab.se

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: Jim Dillon <beadgal@ptialaska.net>
Subject: Stephen King meets Art Collins (Horror Story)
Message-ID: <01BB0DA2.938A5480@juneau_141.dialups.ptialaska.net>

------ =_NextPart_000_01BB0DA2.93937C40
Content-Type: text/plain; charset="us-ascii"
Content-Transfer-Encoding: 7bit

From: Jim Dillon[SMTP:beadgal@ptialaska.net]
Sent: Saturday, March 09, 1996 10:12 AM

------ =_NextPart_000_01BB0DA2.93937C40
Content-Type: text/plain; name="filters.txt"
Content-Transfer-Encoding: quoted-printable

See list of newsgroups
Post a response

Subject: Mechanical filters-- handle with careFrom: "George Gonzalez" =
<grg@boombox.micro.umn.edu>, University of MinnesotaDate: Tue, 5 Mar 96 =
10:20:15 CDT

(This note applies only to owners of high-end '50s communication=20
receivers)

If you have any radios with mechanical filters, there's a=20
few things you should be aware of.

Many Collins mechanical filters from the 50's (the long tubular=20
variety) had the delicate insides held in place by several bits of=20
plastic foam. This was probably to protect them from shock and=20
vibration.

After having a few of these go bad on me, I opened one up. I was=20
quite startled by what I found. The plastic foam rings had=20
disintegrated to little crumbly bits. There seemed to be a lot of=20
adhesive, maybe "Pliobond", that had mutated into a tarry mess.
Perhaps the chemicals from the Plibond have hastened the decomposition=20
of the foam supports.

In any case, this left the mechanical filter's guts dangling by thin=20
#30 wire. A slight bump might be enough to break the wires and put=20
the filter out of commission. Even if the wires don't break, if the=20
filter loses its proper support it is likely to increase its=20
attenuation or lose some of its fine filtering qualities.

So be extremely gentle with any radios that have these filters.

If you have a watchmaker's temperament, you might be able to refurbish=20
these filters with new foam supports.

This may only apply to the older tubular filters. Sometime around=20
1960 the nwer filters started coming in rectangular cases. I don't=20
know if these newer styles are prone to the same problem.

George R. Gonzalez   grg@boombox.micro.umn.edu
Sr. Sys. Programmer   University of Minnesota

Post a response

------ =_NextPart_000_01BB0DA2.93937C40--

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996

From: Johnson_Dan@AAC.COM
Subject: TS-535A/U (HP) 7-160 kc signal generator - save?
Message-ID: <9603092214.22763.aa@SMROUTER.AAC.COM>

Does anyone know of the TS-535A/U signal generator manufacturered by HP in the early 50s? It's about 80 lbs and specified to produce 7 kc to 160 kc in 4 bands to 0.1%-0.5% with output from .05 uV to 1V with 10% accuracy. The output frequency can be checked against a self-contained tuning fork-controlled oscillator with a built-in o-scope which shows Lissajous figures. The unit has its manual and a per-unit calibration book. Someone's stolen all the knobs.

For what would one use such a beast? I hesitate to ransack it (it's got some useful tubes and stuff for "borrowing"), but I don't know what to do with it. I have not yet tried to see whether it works, need to find out more about it first. There's no other precision anything here, so I'm intrigued.

Thanks for any advice you can give de KC4EWT
Johnson_Dan@aac.com

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: "Terry O'Laughlin, RM:7135, #:6-6667" <OLAUGHLIN@vilas.uwex.edu>
Subject: VF-122 and Heathkit catalog sold
Message-ID: <MAILQUEUE-101.960308181908.320@vilas.uwex.edu>

Geez, another overwhelming boatanchors response. The VF-122 and 1955 Heathkit catalog are sold.

This list is great.

I sent Phil Porch a gratuity with the sub fee. I've used Boatanchors so heavily that I felt I owed it to him.

Now how do we repay Jack for managing all us tube lovin' clowns?

73   Terry O'   WB9GVB

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: stever@cybercomm.net (Stephan Rashkin)
Subject: Re: VF-122 and Heathkit catalog sold
Message-ID: <199603090636.BAA16627@raven.cybercomm.net>

Could someone tell me when Terry O'laughlins original
post on the VF122 & Heath catalog for sale was listed?

I've been looking for a VF122 for quite a while and never
saw the original post.

I believe I may be having problems with my mail
lately by the looks of some of the "Re: 's" and no original
posts for them this past week.

Thanks,
Steve, WA2NHZ

****
Looking for: 1. Johnson VF-122 VFO
2. BC696 / T-19 Command Xmtr

Steve Rashkin, WA2NHZ
Howell, New Jersey

E-mail: stever@raven.cybercom.com

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From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: John Kolb <jlkolb@cts.com>
Subject: Re: VF-122 and Heathkit catalog sold
Message-ID: <Pine.SCO.3.91.960309171302.6033A-100000@sd.cts.com>

On Sat, 9 Mar 1996, Stephan Rashkin wrote:

> I believe I may be having problems with my mail
> lately by the looks of some of the "Re: 's" and no original
> posts for them this past week.

Same here in San Diego.

John Kolb KK6IL jlkolb@cts.com

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: Andy Howard WA4KCY <102452.362@compuserve.com>
Subject: Wanted CB-1
Message-ID: <960309033106_102452.362_DHT80-1@CompuServe.COM>

I know that it is a strange request but I am looking for a Heathkit Lunchbox CB-1. This is the CB version of the Heath transceiver. Needed to complete a collection of these units.

Andy Howard, WA4KCY
AMI #9

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: Andy Wallace <wallace@mc.com>
Subject: When is an RAS not an RAS?
Message-ID: <9603092042.AA22912@kali>

Question: did all RAS National receivers have mil tags on all the pieces of the unit? It seems so in the pictures I have seen. If not, how else can you tell an RAS from an HRO-jr, and for that matter, how many versions of RAS were there?

73,
--Andy
wallace@mc.com

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: Andy Wallace <wallace@mc.com>
Subject: Re: When is an RAS not an RAS?
Message-ID: <9603100041.AA22961@kali>

Answered my own question.....the tags are just missing!!!!

Anyone got a set of nomenclature plates for an RAS, or any component thereof?

The other giveaway was the "RAS-xxx" part numbers on the transformers (etc) and the Navy anchor stamp on the PW mechanism!

73 es DUH
--Andy
wallace@mc.com

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: pmills@cyberhouse.com (Phil Mills)
Subject: wtb or trade for Halli SX-101
Message-ID: <199603091254.GAA04967@ns.cyberhouse.com>

I'd like to acquire an SX-101 to be a companion receiver to an HT-32 xmtr I just found. I will buy outright but would prefer to trade my Hammarlund HQ-170A VHF that I have in good condition.

thanks,
Phil
Phil Mills, AB5TH
pmills@cyberhouse.com
713-992-5762

From boatanchors@theporch.com Sat Mar 9 19:17:06 1996
From: pmills@cyberhouse.com (Phil Mills)
Subject: WTB: tubes needed
Message-ID: <199603092106.PAA05393@ns.cyberhouse.com>

I'm looking for a few tubes for a friend....if you have any you wish to part with, please let me know.

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        5692  ---   this is supposedly a military version 6SN7
        2A3  |
        6A3  | ==  no giggles or snickering, please
        6B4G |
```

thanks,
Phil
Phil Mills, AB5TH
pmills@cyberhouse.com
713-992-5762

From boatanchors@theporch.com Sat Mar 9 11:20:35 1996
From: "Allan Fritsche" <fritsche@msn.com>
Subject: Yellowed Dials on any radio
Message-ID: <UPMAIL03.199603090100320025@msn.com>

Folks, I think Dave Stinson is 100% correct. Why change or try to at the risk of ruining a good dial face plate to make it a pure white?
These radios are old and I think the yellowing process would fit in naturally with the scheme of things. Just my opinion.

I got a stand up Majestic from 1933 with the yellowed dial and It seems to give it a touch of class with the polished copper facia and new finish.

But again, its what each individual likes or thinks looks good to them.
Al
fritsche@msn.com